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SOURCE Gudok.

PUSH LONG DAILY LOCOMOTIVE RUNS,
INTRODUCTION OF CONDENSED SCHEDULE

500-KILOMETER DAILY RUNS NOT YET COUNTRY-WIDE -- Gudok, No 33, 17 Mar 50

Drawing up the 1950 summer schedule for train traffic on the railroad systems of the USSR network has begun. The schedule should become more progressive and should include the fruits of Stakhanovite initiative during the past year. The fact that the Council of Ministers USSR has awarded Stalin prizes to the originators of the movement for average daily locomotive runs of 500 kilometers emphasizes the significance of this movement. Therefore, the summer schedule should be drawn up so as to open the widest possibilities for mass 500-kilometer daily locomotive runs on all railroad systems of the network.

The method of Stalin Laureate Koroleva has not everywhere been adopted. There are, it is true, railroad systems such as the Kazan' System where in working out condensed schedules the norms for running times, stops, and time spent by locomotives in base and turnaround depots have been reviewed and the schedule has been drawn up with account taken of the reserves discovered. However, on other railroad systems only those operations connected with the standing of locomotives in the base and turnaround points have been condensed, and in places the schedules have been redrawn only for individual sections. In certain systems the condensed norms continue to operate only for a small number of locomotives. Thus, it must be admitted that the directive of the collegium of the Ministry of Transportation on the development of the movement for 500-kilometer average daily locomotive runs and on the transfer of not less than 60 percent of the locomotives to the condensed schedule is being carried out unsatisfactorily.

The lack of agreement observed in this matter in various places is not a chance phenomenon. The reason for it is that up to now the railroad systems have not received concrete directives from the Main Traffic Administration and do not know how to operate practically in making up the condensed schedules.

It is not understood why the schedules department of the Main Traffic Administration has not determined the fundamental requirements which, from the viewpoint of developing the movement, should be placed at the basis of the summer schedule.

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TRADE UNIONS TO PUSH MOVEMENT -- Gudok, No 39, 31 Mar 50

The secretariat of the All-Union Central Council of Trade Unions has considered the development of the socialist competition for 500-kilometer average daily locomotive runs. Trade-union organizations have been urged to develop mass dissemination of information among railroad workers concerning the significance of the movement for increasing average daily locomotive runs as the basic link in the socialist competition of all workers connected with train movement.

WIDE DISTRIBUTION, COORDINATION REQUIRED -- Gudok, No 19, 12 Feb 50

The large productive and economic effectiveness of the movement for average daily locomotive runs of 500 kilometers has been shown by the experience of many depots and railroad systems. However, it is necessary to emphasize that this effectiveness can be achieved only when not just certain locomotives, but an overwhelming majority of the locomotives operate on condensed schedules for locomotive turnaround.

Also, experience has shown that the further development of this movement is hindered by insufficient correlation of the operations of neighboring sections. Trains are not delivered to junction points on time, and locomotives are forced to wait long periods for trains. It is no longer possible to tolerate the practice of relaxing control over the movement of a majority of trains at the end of the reporting day and concentrating on through trains which are to be transferred to other sections, since then these through trains arrive at junction points in bunches, and this in turn disrupts the smooth operation of the neighboring sections. As a result, locomotive utilization on the whole line is disrupted.

Such a situation would not arise if in each railroad system through-traffic condensed schedules, such as those now used on the entire Moscow-Sverdlovsk main line, carefully thought out and organically coordinated, were made up for locomotive turnaround and train traffic. And it is necessary that strict responsibility be determined for each violation of the condensed schedules.

To increase the average daily runs of locomotives, it is especially important to reduce to a minimum the time the locomotives spend in base and turnaround depots. At present, the traffic schedule is so set up that a locomotive, after all preparatory operations, must wait a long time for a train. It is necessary to set up mean progressive norms in the base and turnaround depots for all operations with a locomotive from the moment of its arrival until it is dispatched on a run.

The most efficient method of locomotive operation is, as is known, the round trip. It is necessary to develop it everywhere that conditions permit. In many cases the length of traction sections should be changed and the handling of sections should be transferred from one depot to another.

The movement for 500-kilometer daily locomotive runs is the affair of all services. The condensing of norms for locomotive turnaround inevitably causes condensing of the norms for all train, freight, and marshaling operations.

ONE LOCOMOTIVE DOES WORK OF TWO -- Gudok, No 11, 25 Jan 50

The great importance of the movement for average daily locomotive runs of 500 kilometers or more can be judged by the fact that each locomotive of a participant in the movement is now doing almost the same amount of work that two locomotives did formerly.

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Participants in the movement use advance methods of work, such as forced operation of the boiler, longer interrepair runs, utilization of low calorific coal, and higher speeds.

On many railroad systems and on the USSR railroad network as a whole, the movement still has not become actually a mass movement.

CONDENSED SCHEDULES FOR PASSENGER LOCOMOTIVES ASKED -- Gudok, No 20, 15 Feb 50

It is time that the administration of the North Caucasus Railroad System occupied itself with working out condensed schedules for passenger locomotives as well as freight locomotives. At a recent meeting in Rostov-on-Don of locomotive engineers of the North Caucasus System who are participating in the movement for 500-kilometer daily locomotive runs, not one word was said about passenger locomotives participating in the movement. -- Letter to Gudok from two passenger locomotive engineers of the Krasnodar depot, North Caucasus System.

KAZAN' SYSTEM EXPANDS CONDENSED SCHEDULE -- Gudok, No 8, 18 Jan 50

Radical changes are now being made in the organization of operations on the main Moscow-Yudino-Sverdlovsk line. The Kazan' Railroad System has switched from the condensed schedules for divisions to a coordinated condensed schedule for train traffic and locomotive turnaround for the whole main line.

Seventy percent of the total volume of operations of the Kazan' Railroad System consists of through trains on the main line, and only a small part of these trains move on the branch Izhevsk and Alatyr divisions. The basic through flow goes from Moscow to Yudino, where train weights are broken, and then to Druzhinino and Sverdlovsk. Car flow in the west-bound direction is exactly the same.

In comparison with the summer schedule, more severe norms for running time have been introduced on the Kazan' System. At present, the running time for the long through route inside the system from Cherusti to Druzhinina is 12-14 hours shorter than it was during the summer.

To accelerate the handling of trains even more, on the single condensed schedule the plan for making up trains has been changed somewhat to provide for the handling of five pairs of extra through trains, which are passed through Yudino without processing.

Full implementation of the new schedule would accelerate freight-car turnaround time on the system by 0.5 day. The locomotive park could be reduced by 48 machines, average daily locomotive distance traveled would be increased by 94 kilometers, and locomotive turnaround time would be accelerated by 2 hours. Average speed, including stops, would be increased by 3.9 kilometers per hour.

Gudok, No 20, 15 Feb 50

The Kazan' Railroad System is putting into operation the through condensed schedule for train traffic on the Moscow-Sverdlovsk main line. Operations were especially successful in the period from 20 January to 12 February, when 1,850 through trains were passed over the main line by high-speed methods. In the last few days 70-80 percent of the total number of trains passing over the Kazan' System moved according to norms of the through condensed schedule. Layover of locomotives and trains has been reduced considerably at division junction points, and especially at Kanash, Vyatskiye Polyany, and Aramas.

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CONDENSED SCHEDULE FOR ALL FREIGHT LOCOMOTIVES -- Gudok, No 42, 7 Apr 50

At the beginning of March all freight locomotives of the Western Railroad System were transferred to the condensed schedule. As a result, during March the average daily distance traveled by all locomotives was 32 kilometers higher than the assignment and 10 kilometers greater than in February. All depots of the system exceeded the assignment for average daily distance traveled. During March the system hauled about 1,000 above-norm-weight trains, in which more than 150,000 tons of freight above the norm were carried.

ELECTRIC LOCOMOTIVE RUNS 669 KILOMETERS IN DAY -- Gudok, No 14, 1 Feb 50

An electric locomotive operating out of the Nikopol' depot recently covered 669 kilometers in one day. In achieving this long run and others, the locomotive is turned around $2\frac{1}{2}$ -3 times per day on the same section.

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